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General Requirements - North Korea

S/TR Mission

The mission of the Branch, within the framework of the transportation segment of the overall intelligence community, is to provide, through the study of Sino-Soviet Bloc transportation, estimates of Bloc intentions, capabilities and vulnerabilities. This has long since included Communist North Korea and a collection effort has been made in that direction. The Branch is required to produce economic intelligence reports on all Bloc transportation activities and facilities available.

The same comprehensive intelligence requirements for transportation as applied to the rest of the Bloc, apply equally as well to North Korea. Therefore, these requirements will serve as a guide to overall or general requirements for the Branch and should be disseminated to the proper members of the community.

The specific requirements are outlined below and represent, in part, the current needs in transportation intelligence with regard to this geographic area. These requirements apply to all phases of the transportation economy of North Korea. Further specific requirements will be submitted in the future as the needs arise.

Rail Transport

A. Train Operations

1. Are any trains made up of Chinese locomotives, freight cars or crews and if so what percentage do such trains represent of the total train traffic observed?
2. Give any information relative to the manner in which Chinese trains operate, i.e., do Chinese trains operate on a shuttle system from Manchuria to major terminals in North Korea (thereby being limited to the handling of import/export cargo) or do they also move about North Korea handling North Korean internal freight movements?

B. Freight Car Operation

1. Is there any shortage of freight cars? If so, what types are in short supply? What is the cause for the shortage? Is shipment of goods frequently delayed because freight cars are not available? For how long, on the average?
2. How long does it take to load or unload freight cars? Give this information by type and capacity of car, and by type of commodity. How long does it normally take from the time a loaded car arrives through the time it is unloaded, to the time it pulls away from the point of unloading? How frequently is an empty car received for loading? How frequently is a loaded car received and sent away empty?

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3. Are efforts made to load cars to their full capacity, and if so what are the measures taken? On the average, how many tons of each type of commodity are loaded per car? What is the average capacity of the cars for each commodity?

4. For any known shipments to or from specific points, how long does it take for the freight to move between points? Are delays in delivery of loaded freight cars frequent or do loaded cars arrive approximately at the expected times?

**C. Freight Car Description**

1. Of the total number of cars observed, what percentage are Chinese or Russian cars? What are the characteristics of the Chinese and/or Russian freight cars which distinguish them from a North Korean car?

2. Describe the numbering system used on freight cars observed and in particular describe and explain any distinguishing characteristics traceable to the origin of the car.

**D. Traffic**

1. On the average, how many trains move each way per day across the Manchurian-Korean border? What are the points of origin and destination of these trains?

2. Describe the operating procedures of the Chinese trains in North Korea (work assignments, terminal points used, priority rights within terminals and in operation on lines, operating rules, and schedules, etc.) and the methods of supervisory control of the movement of trains over the North Korean railroads. Is there any difference between the Korean and Chinese methods of train operation and supervisory control within Korea? If so, explain in detail.

3. Can information be procured pertaining to or giving examples of special instructions issued to cover the movement of yard engines and load trains for both Chinese and Korean trains? What and where is the originating source of these instructions?

4. What is the total number of persons employed by the railroads in Korea or on any part of the Korean railroads? How many of these are Chinese? Are there any differences in the types of work assigned to Chinese and Koreans?

5. What proportion of the crews running trains across the Manchurian-Korean border are Chinese? What proportion of the internal rail movements of Korea are handled by Chinese trains and crews (either continuously loaned for or assigned to duty in Korea) or operating along with Korean personnel in pooled services?

6. Do North Korean cars stay in North Korea, or are they included in trains running into Manchuria? Are any locomotives or cars with Soviet markings seen? If so, what type?

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